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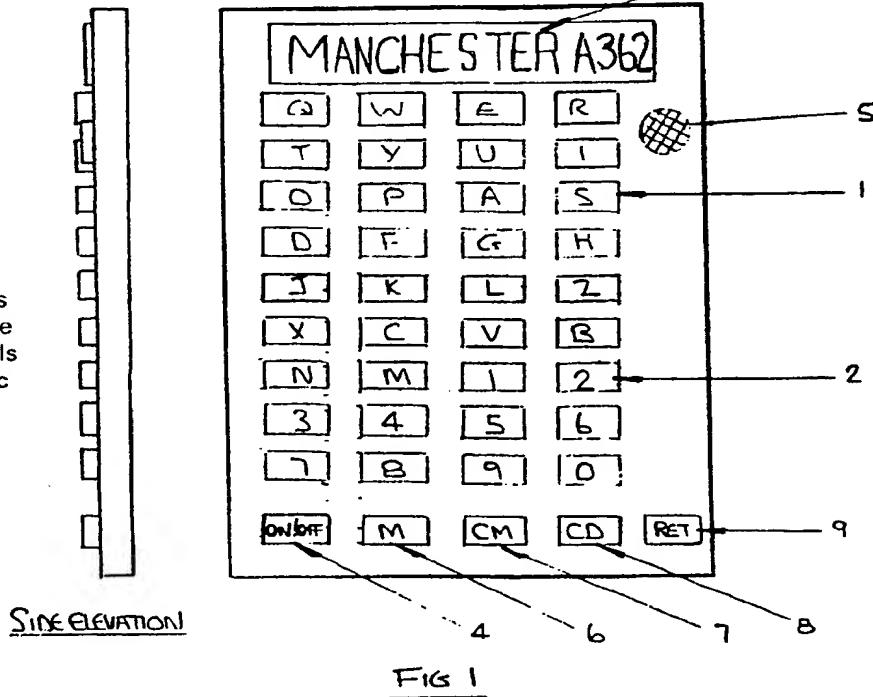
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G5C  
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G1K  
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(54) Route indicating devices

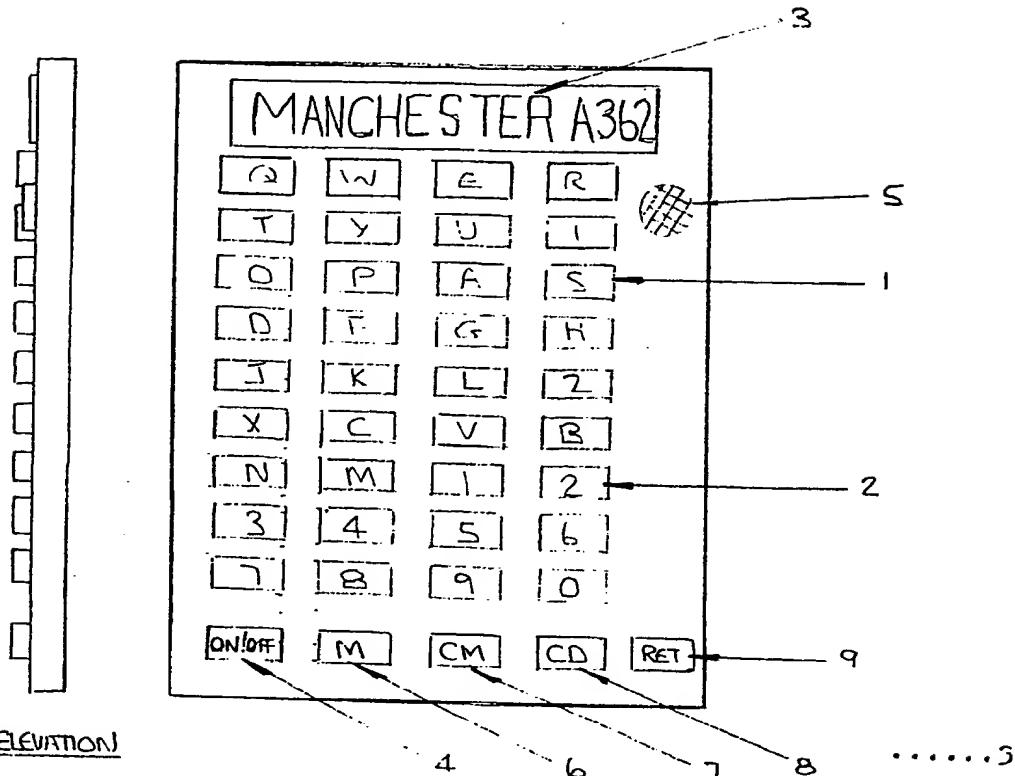
(57) A electrically powered journey route planner, which is capable of being programmed for storing information regarding intermediate destinations, route numbers and distances for a given journey is disclosed. The system will convey this information on command, in either a visual or audible manner, enabling a journey to be made without constant reference to maps whilst driving and is designed to be of particular benefit at night. Details are entered using an alpha-numeric keyboard and displayed on a LED screen. The device is portably mounted or integrated with the vehicle instrumentation.



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SIDE ELEVATION

FIG 1

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**SPECIFICATION****Electrically powered journey route planner**

5 This invention relates to an electrically powered route planner.

Those who have cause to travel by road to areas that they are not familiar with, including on the continent usually make use of detailed 10 road maps or route sketches highlighting the principle towns/cities that they must pass through or close to on their journey.

This is a normal enough practice, but when un-accompanied, it often means stopping to 15 refer to the map, or worse still attempting to find ones place on it and then read it whilst still driving.

In appreciation of this problem a small 20 electrically powered appliance is described below, which if fitted as an add-on or an in-built part of a vehicles instrumentation would provide immediate information either visually or audibly and would be equally effective at day or nighttime. A number of variations upon the 25 basic theme are possible and these are dealt with under claims.

According to the present invention there is provided a programmable, electrically powered system, which will provide journey information on command by means of a L.E.D. 30 (light emitting diode) display or audibly. Furthermore this system incorporates a reverse route facility for simple application on return journeys.

35 A specific embodiment of the invention will now be described by way of reference to the accompanying drawing.

Figure 1 shows in perspective the enclosure. Referring to the drawing, the system 40 must be turned on with the use of control 4. In order to enter details of a planned journey the memory is cleared with control 7.

Commencing with the first town/city on a 45 planned route, this is typed into system in full or abbreviated form using the alpha key board 1. Details of the entry will be displayed on the L.E.D. screen 3. This information is then stored in the memory by use of control 6. The next destination is then entered by use of the 50 keyboard 1 and stored in the memory with control 6. This procedure is repeated until the maximum number of entries attainable with the memory have been entered.

By use of control 5, the destinations can be 55 indexed until the first entry is displayed on the screen 3.

A journey can be commenced with this 60 information visible to the driver and as a destination is reached, control 5 is operated to display the next destination en-route.

On completion of a journey, use of control 65 9 would set the memory in reverse mode, enabling a journey to be retraced in the same manner as the outward journey. Control 8, serves to clear the display of any entries

which are made in error, or to modify a route by changing one or more intermediate destinations.

The enclosure may be either a portable 70 system simalar to a pocket calculator, which could be mounted in a vehicle on its dash board or elsewhere, or it could be a integral part of a vehicles instrumentation. In portable form it could obviously be programmed away from the vehicle.

**CLAIMS**

1. An electrically powered journey route planner, comprising a compact enclosure as described above, enabling sequential intermediate destination route planning information to be stored and visibly or audibly available to a vehicle driver or passenger in day or nighttime conditions.
2. An enclosure employing the principles of claim 1, but with numeral keys 3, facility would exists for keying in not only a town or city, but also a principle road route number e.g. (A338).
3. An enclosure employing the principles of claim 1, but with the inclusion of an inter destination distance being entered.
4. An enclosure employing the principles of claims 1, 2 and 3 whereby information is recorded and audibly re-played on a repeat basis when the next destination control 5 is activated.
5. Any permutations of claims 1, 2, 3 and 4 which make information available by means of a visual or audible means.

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